



City of Seattle

Gregory J. Nickels, Mayor

Department of Design, Construction and Land Use

D. M. Sugimura, Acting Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Project Number: 2007604

Applicant: Greg Maxwell for Michael Hughes

Address of Proposal: 1008 North 109th Street

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future construction of a four story mixed used building with 24 residential units above, 2,469 square feet of customer service office space and 29 parking spaces on the first level. Project includes the demolition of existing motel currently being used as an apartment.

The following approvals are required:

Design Review - Chapter 23.41 Seattle Municipal Code (SMC) with Development Standard Departures.

1. To reduce the length of the nonresidential street front façade from 191.4 feet to 173 feet (SMC 23.47.008B).
2. To reduce the minimum depth of the nonresidential space of the street front façade from 30 feet to 14.4 feet (SMC 23.47.008B).

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

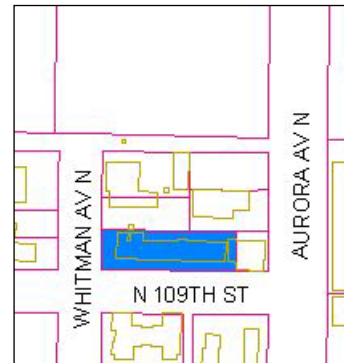
☐ DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction *

*Early Notice DNS published January 24, 2002.

BACKGROUND DATA:

Site and Vicinity Description

The subject site, measuring approximately 190.27 feet by 71.28 feet is located on the northeast corner of North 109th Street and Whitman Avenue N. An older single story 4-unit apartment currently occupies the site. The subject site is zoned Commercial 1 with a forty-foot height limit (C1-40). Distinguishing features on the site include a 32-inch diameter Tulip tree located on the south property line. Other significance trees on the site include one Blue Spruce, one English yew, and two-Red Cedar, Hawthorn, and a Black locust. There is no alley. The rectangular sized lot is located 60-feet from the intersection of N 109th Street and Aurora Avenue N. The C1-40 zone abuts NC3-40 zone to the north, SF-5000 zone to the west, L-1 zone to the south and C2-40 zone to the east.



Project Description

The applicant proposes to construct a four story, 39,854 square feet mixed use building at the northeast corner of Whitman Avenue North and North 109th Street. The proposed structure will provide customer service commercial space on the ground floor and 21 residential units above. Apart from the location of the residential and garage entrances, the 109th Street front and Whitman Avenue North would be entirely occupied by the commercial space. The primary commercial entry would be situated on the northeast corner of North 109th Street and Whitman Avenue North, and the residential entry would be located adjacent to the parking garage entrance near the center of the building.

Parking for 29 vehicles will be located behind the commercial space in the ground level parking garage. Vehicular access to the site will be from North 109th Street. A concrete sidewalk along the western and southern facades of the proposed building will provide pedestrian access to other portions of the site and up to the residential and commercial entries both located on North 109th Street.

The proposed 24 residential units located on the second, third and fourth floors would be provided with private decks (usable open space) along the north and south façades of the proposed building. Other required open space areas being proposed would be located on the ground level of the building. As a result, approximately, 5,352 square feet of total open space area would be provided.

The April 8, 2002, final Design Review Meeting drawings featured a building with painted concrete base, wide storefront windows at the commercial storefront, an outline of fabric awning at the commercial store front and a typical pitched roof over the residential entrance. Also

proposed are handi-plank shingles on the third and fourth levels, white painted concrete band on the second level to emphasize the strength of the building at the base. Other features of the building include decks and balconies with painted aluminum railing at the second, third and fourth levels, and a painted stucco-siding occupies the vertical portion along the residential entrance. The north and east façades will consist of split face concrete on the ground level and windows with vinyl finished materials occupying the second, third and fourth levels of the building.

Public Comments

The SEPA comment period for this proposal ended on February 6, 2002. The department received one comment letter. The respondent expressed concerns about the impact of parking to the residential properties on the west side of Whitman Avenue across from the subject site.

An Early Design Guidance Meeting was held by the Design Review Board for NW Seattle on November 13, 2000. Two members of the public were present. Public comments and clarifying questions focused on the following issues:

- Two members of the public raised concerns about the impact of parking and parking access and concerns about parking and turnaround area for the large trucks delivering materials for the building supply store next door.
- Design questions regarding any design alternatives from the standpoint of massing and orientation of the proposal to the site.
- Concerns were raised about type of materials that are being proposed. They indicated that higher quality materials are preferable.
- Concerns were raised about the presence of many large trees on the site and what should be done to preserve or protect them.

ANALYSIS – DESIGN REVIEW

Early Design Guidance

On November 13, 2000, the Design Review Board of Area 1 met in a pre-design meeting to consider the site and objectives of the applicant. After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project.

Recommendation

The applicant applied for a Master Use Permit (MUP) on January 2, 2002, and a recommendation meeting was held on April 8, 2002. The architect's response to the Design Review guidelines is stated in italics below.

A. Site Planning

A-3 Entrance Visible from the Street: *Entrance should be clearly identifiable and visible from the street*

A-5 Respect to Adjacent Sites: *Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.*

The Board encouraged the applicant to provide building entrances that would be visible and identifiable from the street. The Board recommended that the main residential entrance should be brought closer to the corner of North 109th Street and Whitman Avenue North. In addition, the Board advised the applicant to move the residential portion of the building towards Whitman Avenue North away from Aurora Avenue North. Whitman Avenue North according to the Board has more residential character and the proposed development should be designed to response to this setting. The Board urged that the mechanical equipment on the proposed building should be placed towards Aurora Avenue further away from the residential portion of the building.

The Architect has responded to the Board by designing both the commercial and residential entrances to be clearly visible from North 109th. The residential entrance is located just off center along the 109th façade. This was necessary to allow parking beneath the building and still allow the lobby to be located near the center of the residential portion of the building on the upper floors. The design faced the units towards Whitman Avenue N. and pulled the balconies out towards Whitman Avenue N to reinforce the residential character of across Whitman Avenue N. There will be very little mechanical equipment on the roof. The heating systems will not require roof mounted equipment and the elevator is hydraulic so the equipment room will be in the garage.

A-8 Parking and Vehicular Access: *Siting should minimize the impact of automobile parking and driveway on the pedestrian environment, adjacent property and pedestrian safety.*

The subject site abuts a general retail use to the east on Aurora Avenue north, and Whitman Avenue North with a typical residential character to the west. Access to the ground level parking is currently proposed through one curb cut on North 109th Street. The Board noted that access to parking should be located closer to Aurora Avenue North so as to minimize the impact of automobiles on the residential streets and adjacent properties to the west, and pedestrian safety.

The Architect has responded to the Board by indicating in the design that access for ingress and egress has been located to the eastern edge of the building. This keeps the vehicles away from the Single Family residential zone located west of Whitman Avenue North.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility: *Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects in zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.*

The Board identified the mitigation of height, bulk and scale impacts on the Whitman Avenue North as a design guideline of highest priority. The Board directed the applicant to explore design alternatives that allow substantial transition to nearby Single Family 5000 (SF-5000) zone to the west. In addition, massing studies that address this issue shall be provided for review. Board members agreed that the applicant should step the building back to create a massing transition to other residences to the west. The commercial façade on North 109th Street should relate to the general commercial along Aurora Avenue North east of the site

The Architect has responded to the Board by designing a building that has been stepped back and heavily modulated on the west façade from the property line to the first level of residential with a set back of 11.7 feet. The corner of the building has also stepped back to further break down the appearance of bulk at the west façade. In addition, the roof has been sloped back to provide a further stepping back of the building as it moves up. The sloped roof also provides a more residential quality to the building to be sympathetic to the residential neighborhood across Whitman Avenue North. The design also provides a landscaped divider at the first level to add an additional layer between the multifamily and single family uses across Whitman Avenue N. The commercial space wraps the building at the 109th Street and Whitman Avenue facades. This provides a visual barrier to the parking that occurs at grade beneath the building and at the same time creates a strong, consistent base element for the building. By providing street level commercial space along the west façade further prevents the occurrence of a blank wall along Whitman Avenue N.

C. Architectural Elements and Materials

C-4 Exterior Finish Materials: *Building exterior should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

Brick materials and storefront windows with large expanses of glass and overhead weather protection were encouraged at the street level. Traditional neighborhood commercial design combined with interesting landscape treatment at the street level should create effective building-to-sidewalk relationships.

The Architect has responded to the Board by designing the commercial façade along North 109th Street and Whitman Avenue N, to provide a continuous overhang out over the sidewalk. This provides a unifying element wrapping around the base of the building. The design also includes large storefront windows spaced between 3 feet wide columns with a sack and sanded concrete finish. In addition, the design provides planters continuously along North 109th Street and Whitman Avenue North between the columns to further reinforce a positive building to sidewalk relationship.

C-5 Structured Parking Entrances: *The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.*

The Board members suggested pulling back the vehicular entry on North 109th street from the street front to help minimize the impact of the garage access, while introducing a human scale element to the building façade and street front.

The Architect has responded to the Board by locating the garage entrance along N 109th Street to be recessed back off the sidewalk approximately 14 feet and placed under an overhang to minimize its impact to the building face. The design also extends the residential building entrance out to the sidewalk face to reinforce its importance at the streetscape.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances: *Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.*

The Board encouraged the applicant to provide a convenient and attractive entrance to the building. The Board advised the applicant to provide pedestrian open space along Whitman Avenue North. Providing some landscaping on entrances creates an opportunity for a lively, pedestrian oriented open space.

The Architect has responded to the Board by indicating in the design a 14-foot covered residential entrance flanked by open space landscaped planters. This will create an accented lively open space at the entrance to the building while at the same time minimizing the vehicular entrance to the garage.

D-6 Screening of Dumpsters, Utilities and Service Area: *Building sites should locate service elements like trash-dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should not be located in the pedestrian right-of-way.*

The Board supports this guideline regarding the screening of dumpsters. The applicant was encouraged to incorporate dumpster areas in the design in a less visible area on the site.

The Architect responded to the Board by indicating in the design that the dumpsters are located inside the garage and out of sight.

E Landscaping

E-2 Landscaping to Enhance the Building and/or Site: *Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.*

Adherence to this guideline focuses on providing landscaping on the Whitman side of the street. The board indicated that if possible some trees on the subject property should be preserved.

The Architect has responded to the Board by indicating in the design the provision a layering of trees and planters along both North 109th Street and Whitman Avenue N. Ten trees are located in the planting strip. Along building face are continuous layers of planters with some located between the columns at the commercial level, and larger planters at the residential entrance. Another tree is added to the right of the residential entrance. We have provided a continuous planter at the first residential level along North 109th Street and Whitman Avenue North. In addition to providing soft edge at the intersection of the commercial and the residential portion of the building, the planter with trees also create a second tree line for the building and a level off the street. The combination of the planters and trees between the street and the building will provide a soft and lush edge as an interface between the human and built environment.

Development Standards Departures

At the recommendation meeting the architect requested two development standard departures which include the following; (1) to reduce the length of the nonresidential street front façade from 191.4 feet to 173 feet (SMC 23.47.005B), and (2) to reduce the minimum depth of the nonresidential space from 30 feet to 14.4 feet (SMC 23.47.008B and reduce residential coverage from 64% to 62%. Both requested departures were unanimously approved by the Design Review Board.

Departure Matrix

DEVELOPMENT STANDARDS	REQUEST	JUSTIFICATIONS	ACTION
1).Width of Commercial Street Front. 190'+71.28'-22'x80% = 5,730 sq. ft. 2) Depth of Commercial space will be 30 feet and no less than 15 feet	1) Reduce Commercial street front to 173' or 2,491 sq. ft 2) Reduce depth of Commercial space to 14.4' and Reduce residential coverage from 64% to 62%.	1. Design the commercial space to completely enclose the garage area, which will minimize the presence of automobile in the area. 2. High quality storefront over a long street front.	Unanimously approved.

Recommendations

After considering the site and context, hearing public comments, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members unanimously **recommended approval** of the proposed design and two development departures with conditions as stated below:

1. **The Board recommends** that the elevated planters at sidewalk level should be replaced with planters at grade.
2. **The Board recommends** that the design should lower the store-front glazing system to the floor of the commercial space at the first level. The glazing need not go clear to the floor, but must terminate at a solid lower kick-panel.
3. **The Board recommends** that the design should articulate the base elements of the columns on the commercial level with the use of different material or with insets in the body of the columns.

These recommendations were based on the plans submitted at the meeting. Design, siting, or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans available at the April 8, 2002, public meeting.

DIRECTOR'S ANALYSIS

Since these recommendations were unanimously offered by the Four (4) members of the Design Review Board present at the meeting, the Director must issue a decision which incorporates the full substance of the recommendation of the Design Review Board (SMC Section 23.42.020.F.3).

Regarding the proposed development standard departures, the Director agrees with the Design Review Board's conclusion that the resulting project better meets the intent of the Design Review Guidelines.

DECISION – DESIGN REVIEW

The Director accepts the Design Review Board’s recommendations and **APPROVES** the subject design with the requested development standard departures.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and dated January 2, 2002, and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, comments from members of the community and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment contain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading, and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and Noise Ordinance (construction noise). Compliance with these applicable codes and ordinances will reduce or eliminate short term impacts to the environment and, with the exception of construction related noise and truck hauling impacts, they will be sufficient without conditioning pursuant to SEPA policies.

The Overview Policy states in part that, “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation (subject to some limitation). Under certain limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction related impacts are anticipated: decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resource. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 23.05.794). Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

Parking, Traffic and Pedestrian Circulation

It is the City's policy to minimize or prevent adverse traffic impacts that would undermine the stability, safety, and/or character of a neighborhood (SMC 25.05.675.R). The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation within the public right of way. Temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Transportation Department.

Construction of this proposal may adversely impact normal daytime parking or traffic on Whitman Avenue North and North 109th Street. Parking utilization along Whitman Avenue North and North 109th streets is not at capacity, thus the demand for parking by construction workers would result in a minor impact on parking in the vicinity. To minimize impacts once the parking garage portion of the project is completed, construction personnel should be required to park on-site, until construction is completed. The authority to impose this condition is found in Section 25.05.675.B.2.g of the Seattle SEPA Ordinance.

Approximately 20 cubic yards of soil would be excavated from the site, and would be reused without net change. Therefore, no additional mitigation of traffic related impacts is warranted pursuant to SEPA policy.

Clean Air Quality Impacts

The checklist indicates that the existing structure will be demolished with this application. If asbestos is contained within the structure, an adverse impact to air quality could be created if the asbestos is not properly removed. Puget Sound Clean Air Agency (PSCAA), the Washington Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. In addition, PSCAA regulations require control of fugitive dust to protect air quality. Federal law requires the filing of a demolition permit with PSCAA prior to demolition. Consequently, pursuant to SMC Section 25.05.675A and F, to mitigate potential adverse air quality and environmental health impacts, project approval will be conditioned upon submission of a copy of the PSCAA permit prior to issuance of a demolition permit. As so conditioned, the project's anticipated adverse air and environmental health impacts will be adequately mitigated.

Construction noise

Noise associated with construction of the building could adversely affect surrounding residential uses. Surrounding properties are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to these uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675.B), mitigation is warranted.

Therefore, in addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule, thus the duration of associated noise impacts. DCLU recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours. Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case by case basis by approval of the Land Use Planner prior to each occurrence. As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Long-term Impacts

Long-term or use related impacts are also anticipated from the proposal and include: increase surface water runoff from greater site coverage by impervious surfaces; potentially decreased water quality in surrounding water sheds; increased bulk and scale on the site; increased ambient noise due to increased human activities; increased demand on public services and utilities; increased light and glare; increased energy consumption; and increased on-street parking demand. These long-term impacts are not considered significant because they are minor in scope. Additional impacts which may result in the long-term are addressed below.

Traffic and transportation

Based on the estimate in the Trip Generation Manual by the Institute of Transportation Engineers 6th Edition Volume 1, the 24 dwelling units in the proposed mixed use building would generate an average of 139 vehicle trips per day with 11 in A.M. peak hour and 13 in P.M. peak hour. In addition, the customer service office space will generate an average of 8 vehicles trips per day with 4 in a.m. peak hour and 4 in p.m. peak hour. However, it is expected that with the transit stop located a few feet east of the site on both sides of Aurora Avenue N, it is likely that some residents will choose to ride the transit rather than driving their car thereby generating fewer vehicle trips than anticipated by the ITE ratios. The volume of traffic to be generated by the proposed use is expected to be minimal and no conditioning pursuant to SEPA policies is necessary.

Parking

The Land Use Code requires a total of 28 on-site parking spaces for the proposed mixed used building. The site plan indicates that 29 residential parking spaces would be provided. The customer office space being proposed would be 2,469 sq. ft. of floor area. Due to the parking waiver of 2,500 sq. ft. of SMC 23.54.015D, no parking space would be required. According to ITE Parking Generation Manual 2ND Edition, the estimated peak parking demand for the residential use would be 1.04 spaces per unit for weekdays, 1.21 spaces per unit for Saturday, and 1.01 spaces per unit on Sunday. The residential parking demand for the proposed 24 unit mixed use building would be 28 parking spaces. The project has provided a total of 29

parking spaces; therefore no spillover parking is anticipated to occur on city streets. The estimated peak parking demand for customer office use would be 2.79 spaces per weekday. The customer office parking demand for proposed 2,469 gross floor areas would be 7 parking spaces. With zero parking spaces provided on the site plan, there is anticipated spillover parking of 7 vehicles onto city streets. This number may be reduced if the employees and/or customers are allowed to park in the parking garage. Should there be spillover parking the nearby streets have enough capacity to accommodate the anticipated spillover. The parking related impacts will be minimal and no conditioning pursuant to SEPA policies is necessary.

DECISION– SEPA

The responsible official on behalf of the lead agency of a completed environmental checklist and other information made this decision after review on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C)

CONDITIONS - SEPA

Prior to Issuance of Any Permit to Demolish the Existing Building

1. The owner(s) and/or to be responsible party(s) shall obtain approval to demolish the existing structure from PSAPCA and provide a copy of the approval to DCLU.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

2. In order to mitigate the noise impact during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to between 7:30 a.m. and 6:00 p.m. on non-holiday weekdays.

The Department recognizes that there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues, or which could substantially shorten the total construction time frame, may need to be completed after regular construction hours as conditioned herein. Therefore, the Department reserves the right to allow work to take place which exceeds the above noise restrictions. The Department must approve such work prior to it taking place, on a case-by-case basis.

3. Construction workers shall park on-site as soon as it is safe to do so.

DESIGN REVIEW CONDITIONS

Prior to Issuance of a Master Use Permit

The plan sets shall be revised to reflect and incorporate conditions 4 through 8 below.

4. The applicant must revise the plans to indicate that the elevated planters at sidewalk level are replaced with planters at grade.
5. Applicant must revise plans to show that the store front glazing system is lowered to the floor of the commercial space at the first level. The glazing need not go clear to the floor, but must terminate at a solid lower kick-panel.
6. Applicant must articulate the base elements of the columns on the commercial level with the use of different material or with insets in the body of the columns.
7. Show the plans the location of the dumpster inside the parking garage.
8. Provide on the parking plan bicycles parking area.

Non-Appealable Conditions:

Prior to Construction:

9. The owner(s) and/or responsible party(s) should schedule a pre-construction meeting with Land Use Planner, Christopher Ndifon, to review Design Review Plans and Conditions (4, 5, and 6) mentioned above. The purpose of this meeting will be to review the approved Design Review Plans and to inform the contractor that any changes to the exterior of the building must be reviewed and approved by the Land Use Planner prior to proceeding with any proposed changes. You must make an appointment with the assigned Land Use Planner or Design Review Manager at least (3) working days in advance of scheduling a date for a Pre-construction meeting.

10. Compliance with these conditions will be verified and approved by Christopher A. Ndifon, Land Use Planner, (206)-684-5046 or by Interim Design Review Manager, Architect Vince T. Lyons, (206)-233-3823.

Signature: (signature on file) Date: April 21, 2003
Christopher A. Ndifon, Land Use Planner
Department of Design, Construction and Land Use
Land Use Division

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